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January 23, 2012

To: Mr. Bruce Tabb
Montecito
402 W. Broadway, Suite 1320
San Diego, California 92101

From: Justin Rasas, P.E.

RE: Montecito Ranch: Roadway Mitigation Requirements

This memo summarizes the Montecito Ranch EIR traffic study findings on roadway operations and the required number of lanes for Ash Street, Montecito Ranch Road, Montecito Way, and Montecito Road. Additionally, this memo compares the roadway operations based on the previous General Plan (GP) and current General Plan Update (GPU) roadway classifications for the aforementioned roadway segments.

The study segments of Ash Street, Montecito Way, and Montecito Road were built before adoption of the County's current roadway standards. Standards change over time, thus the current practice by the County is to apply a capacity at LOS D of 10,900 ADT to two lane roads if the existing 2-lane road predominantly has a minimum of two 12-foot lanes with 8-feet of paved/graded shoulder and is classified as a Light Collector or higher. Ash Street has a minimum of two 12-foot lanes and a mix of paved and paved/graded shoulder of at least 8 feet on each side of the road. Montecito Way has a minimum of two 12-foot lanes; however, portions appear slightly narrower due to sediment buildup on the edges of the paved roadway from run-off. Montecito Way does have a graded shoulder of 8 feet; however, a few areas have vegetation encroaching into this shoulder area. Montecito Road has a minimum of two 12-foot lanes and a mix of paved and paved/graded shoulder of at least 8 feet on each side of the road with the exception of the bridge over a creek that has a short segment constrained to only two 12-foot lanes and no shoulder. Because the existing conditions predominantly have the minimum 12-foot lanes and 8-feet of paved/graded shoulder, the noted 10,900 ADT at LOS D capacity was applied to determine the roadway level of service without the need of additional roadway improvements.

Existing plus project volumes were obtained from the *Traffic Impact Analysis for Montecito Ranch (TM 5250)* dated April 24, 2008 (excerpt attached). As shown in **Table 1**, Ash Street, Montecito Ranch Road, Montecito Way, and Montecito Road all operate at acceptable LOS (LOS D or better) with two lanes under the previous GP classifications and the GPU mobility element classifications.



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Table 1: Existing + Project Roadway Operations (Previous GP and GPU)

Segment	Limits	Previous General Plan				General Plan Update			
		E+P ADT	Classifi- cation	LOS D Capacity	E+P 2LN LOS	E+P ADT	Mobility Element	LOS D Capacity	E+P 2LN LOS
Ash St	Pine St (SR-78) to East Project	2,795	Rural LC	10,900	B	2,795	2.1E	10,900	B
Montecito Ranch Rd	Between Ash St and Montecito Wy	3,131	Rural LC	10,900	B	3,131	2.1E	10,900	B
Montecito Wy	Montecito Ranch Rd to Montecito	3,131	Rural LC	10,900	B	3,131	2.2E	10,900	B
Montecito Rd	Montecito Way to Davis St	5,660	Rural LC	10,900	C	5,660	2.2E	10,900	C
	Davis St to Main St (SR-67)	7,942	Rural LC	10,900	D	7,942	2.2E	10,900	D

Year 2030 plus project volumes were also obtained from the *Traffic Impact Analysis for Montecito Ranch (TM 5250)* dated April 24, 2008 (excerpt attached). As shown in **Table 2**, the noted roadways all operate at acceptable LOS (LOS D or better) with two lanes.

Table 2: Year 2030 + Project Roadway Operations (Previous GP and GPU)

Segment	Limits	Previous General Plan				General Plan Update			
		2030+P ADT	Classifi- cation	LOS D Capacity	2030+P 2 Ln LOS	2030+P ADT	Mobility Element	LOS D Capacity	2030+P 2 Ln LOS
Ash St	Pine St (SR-78) to East Project	7,443	Rural LC	10,900	D	7,443	2.1E	10,900	D
Montecito Ranch Rd	Between Ash St and Montecito Wy	5,000	Rural LC	10,900	C	5,000	2.1E	10,900	C
Montecito Wy	Montecito Ranch Rd to Montecito	7,531	Rural LC	10,900	D	7,531	2.2E	10,900	D
Montecito Rd	Montecito Way to Davis St	7,874	Rural LC	10,900	D	7,874	2.2E	10,900	D
	Davis St to Main St (SR-67)	9,392	Rural LC	10,900	D	9,392	2.2E	10,900	D

As shown above, the noted roadways are calculated to operate at acceptable LOS with two lanes under near-term and year 2030 conditions without the need of additional roadway improvements for the existing roadways.

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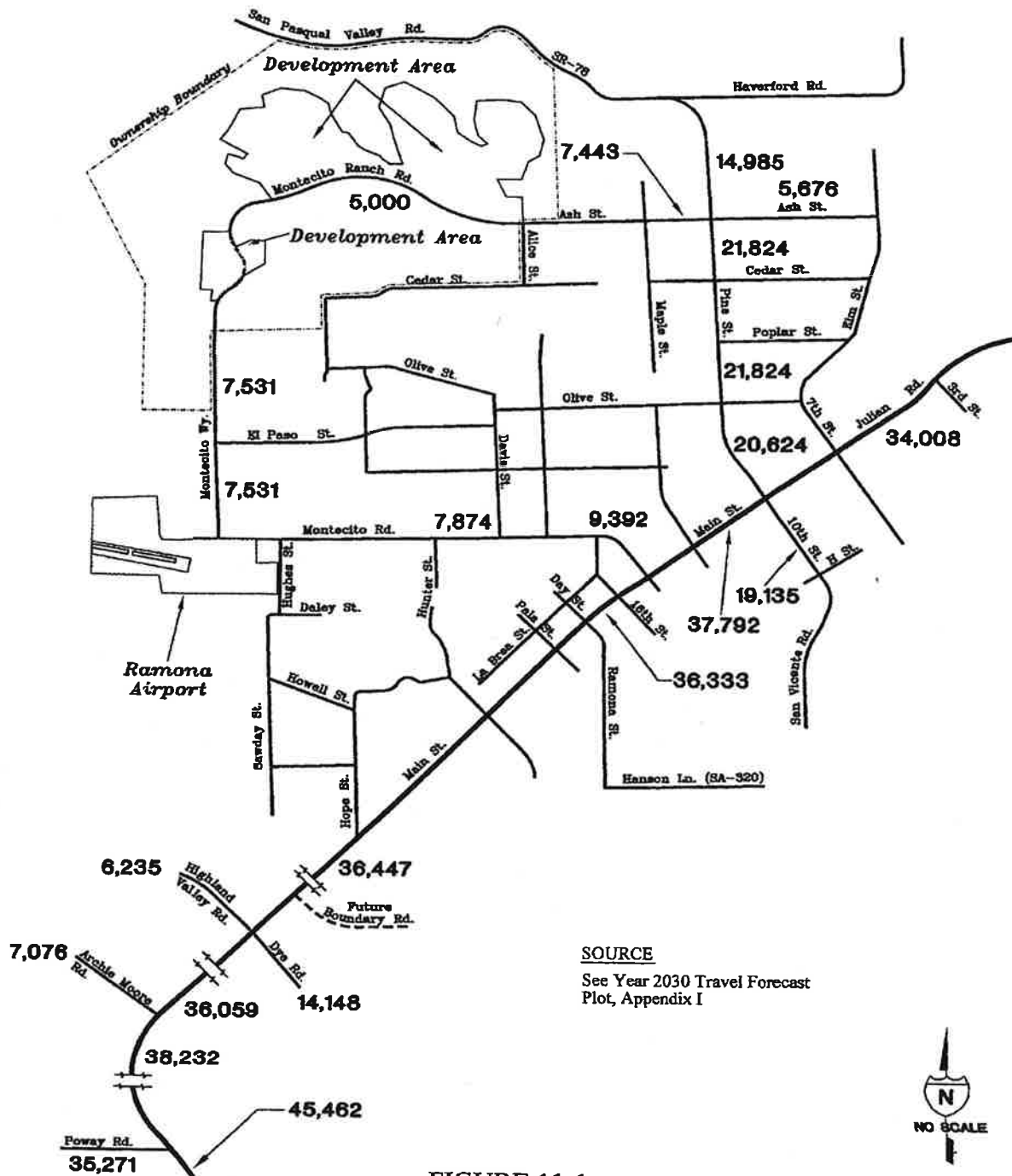


FIGURE 11-1
Year 2030 With Project Average Daily Traffic